APPENDIX C

Construction Chronology of the Access ROW

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1. Geotechnical Study – A series of test pits would be excavated approximately every 1,000 to 2,000 feet along each ROW for geotechnical analysis of the soils that occur in the ROW. Each test pit would be dug by an excavator and measure approximately 3 feet wide by 8 feet long and 15 feet deep. After measurements and samples are taken, the holes would be backfilled and compacted to resemble their natural state.

2. Construction Stakeout – A construction stakeout of the proposed construction site shall be performed by a duly authorized and certified professional licensed in the state of Idaho.

3. Erosion and Sediment Control – Prior to any grading, all sediment and erosion control measures would be installed as required by the BLM, and maintained until permanent stabilization of the area is achieved.

4. Clearing – ROW and easements would be cleared to the proposed limits of disturbance and all vegetation, debris, etc. would be removed. Sensitive resources that may fall within the ROW would be staked during the initial project layout stage and would be avoided to the extent practicable.

5. Drainage Structures – Installation would include foundations, bedding, grade, alignment, structure size and length, backfill, compaction, cover, end treatments, etc.

6. Grading – The grading of ROW and easement areas would be done according to the limits and grades as shown on the approved plans. Topsoil removed during the grading process would be stockpiled on adjacent private lands for use in permanent stabilization. Topsoil stockpiles would be covered and/or wetted periodically to mitigate fugitive dust. It would be treated for weeds prior to use for revegetation.

7. Temporary Stabilization – All disturbed areas of the ROW and easements would be temporarily stabilized after initial grading. Techniques employed to prevent soil erosion where soil displacement and sedimentation is likely would include covers and barriers such as straw, straw bales, silt fences, coir rolls, geo-textile grids and fabrics or similar treatments. Only temporary stabilization methods approved by the BLM Authorized Officer would be employed.

8. Subgrade Stakeout – The proposed roadway shall be staked out by a certified Idaho professional for line and grade of subgrade.

9. Grading for Subgrade – Roadway, shoulders, ditches, and slopes would be excavated to subgrade elevation, alignment, and cross-section.

10. Utility Installation – All underground utilities such as water, sewer, telephone, electric, gas, cable television, etc. and/or conduits would be installed. An aboveground electrical transmission line may be installed inside one of the access ROW alignments.

11. Gravel Base – Gravel base material shall be installed to the limits of the roadway and shoulders.

12. Concrete Curb – Concrete curb would be placed on a granular base material. Area to receive concrete curb shall be proof-rolled with appropriate equipment.

13. Permanent Stabilization – All disturbed areas and easements outside of the shoulder limits would be revegetated according to the guidelines outlined in Section 2.4.1.3 of the EA.

14. Traffic Control Signs – Street signs would be permanently installed at all intersecting roads. Installation would be on steel posts. Public street signs would be green with white letters for roadways. Signs would be installed prior to base asphalt paving. Speed limit and other traffic control signs shall be installed as required by ACHD and the City of Eagle.

15. Stakeout for Asphalt Base – Construction stakeout for asphalt base course would be placed at 50-foot intervals on tangents and at 25-foot intervals on curves. Radii would be staked and radii reference points would be staked. Stakes shall be 2 feet off the edge of pavement.

16. Base Course Asphalt – Two, 4- to 6- ton rollers would be required for application. The surface upon which asphalt would be placed would be clean and dry. Temperature of material in the truck and paver would be maintained above 225 degrees Fahrenheit.

17. Shoulder Adjustment – Shoulders would be adjusted to the completed base course asphalt. Topsoiled shoulders may be permanently stabilized at this time. Gravel shoulders shall be adjusted to base course, compacted, and then adjusted to finished grade.

18. Surface Course Asphalt – Application of surface course asphalt would be in accordance with ACHD requirements.

19. Pavement Markings – Markings shall be in accordance with ACHD and the City of Eagle requirements. All transverse markings, such as crosswalks and stop lines, as well as symbols and words, shall be applied using 125 millimeter thickness thermoplastic materials.

20. Cleanup – Remove any debris for proper off-site disposal as needed and exit of the construction crew.